



Supervisor

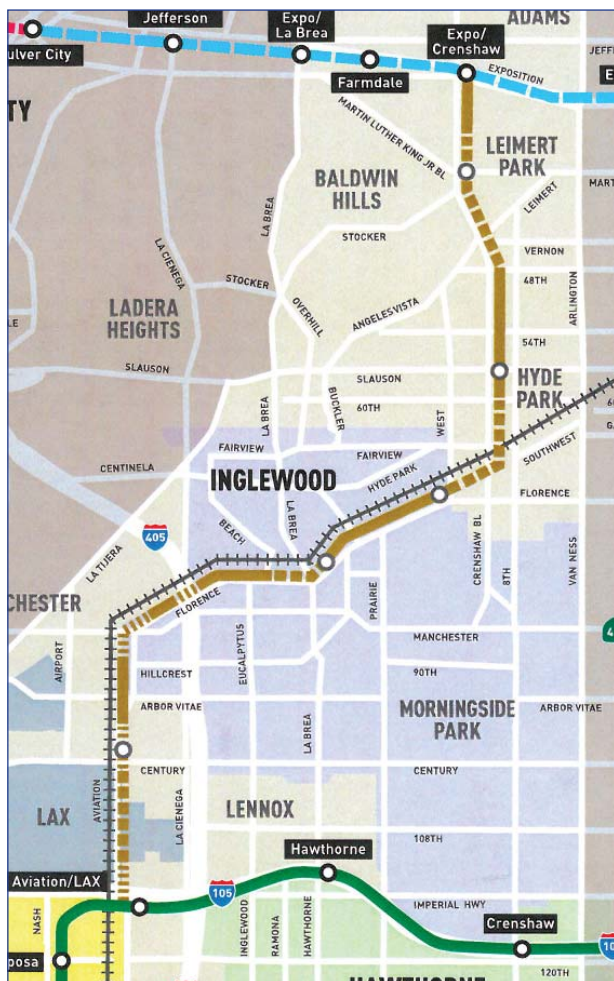
Mark Ridley-Thomas

Los Angeles County Second District

<http://Ridley-Thomas.LACounty.Gov>

CRENSHAW'S FUTURE IS ON THE LINE

FACT SHEET



The Crenshaw/LAX Light Rail Transit Corridor will provide . . .

1. The first comprehensive north/south light rail transit option in western Los Angeles County
2. Connection with existing Green Line and Expo Line service
3. Connection with Los Angeles International Airport (LAX)
4. Economic development and job creation opportunities on the Crenshaw Corridor



Many major victories have been won in the past two years . . .

1. Schedule: Project completion was moved forward 13 years, from 2029 to 2016
2. Bus vs. Rail: The Metro Board approved light rail transit over bus
3. Budget: A project budget of \$1.7 billion was approved and funded with local and Federal money
4. Financing: A \$548 million Transportation Infrastructure Finance and Innovation Act (TIFIA), with \$35 million in interest paid by the Federal government, was provided with the help of Senator Barbara Boxer and the Obama Administration
5. Grade Separation: Over 55% of the 8.5 mile alignment is "grade separated," with 36% (3.1 miles) in a below-grade tunnel and 19% (1.6 miles) above-grade, mostly over the I-405 freeway
6. Grade Separation: The track profile through Hyde Park from Slauson to West Boulevards has been changed from above-grade to below-grade
7. Environmental Approvals: All environmental approval documents are complete
8. Connections: A "People Mover" system connecting the Crenshaw/LAX Transit Corridor with airport terminals at LAX is being designed
9. Final Approval: The project is set for final approval in July 2011 and construction start in 2012

However, two significant issues remain, not yet included in the project scope . . .

1. Leimert Park Station: A station at Vernon Avenue to serve Leimert Park Village and View Park
2. Park Mesa Heights Tunnels: Undergrounding the train from 48th to 60th Streets, through Park Mesa Heights



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1. A station at Vernon Avenue will . . .

- Serve Leimert Park and Leimert Park Village, one of the most widely-known and important commercial centers in the entire Crenshaw Corridor
- Promote economic development, job creation and business prosperity in the heart of the Crenshaw District

Without a Vernon Station, there will be no stops on the light rail line between Martin Luther King, Jr. Boulevard and Slauson Avenue, and no station to serve Leimert Park Village.

We need a station to serve Leimert Park Village!



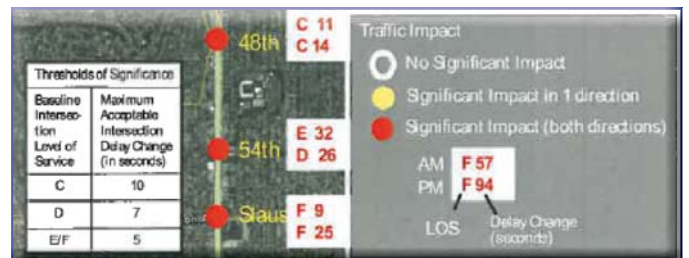
2. A tunnel through Park Mesa Heights will . . .

- Improve travel time for all passengers to LAX airport, by an average of two minutes per trip
- Increase ridership on the line by 700 passengers per day, a 4% increase
- Reduce potential safety concerns at schools and other sensitive uses
- Minimize disruption to local businesses
- Prevent gridlock on surface streets

If the line is not placed underground between 48th and 60th, Metro anticipates “significant traffic impacts” at three intersections: 48th Street, 54th Street and Slauson Avenue.

Metro promises to “mitigate” these impacts by . . .

- Eliminating business patron automobile parking on both sides of Crenshaw Boulevard
- Reducing left turn movements that are essential to vehicular traffic flow and access to businesses
- Removing trees and landscaping from Crenshaw Boulevard
- Dismissing potential safety concerns at schools and other sensitive uses



Even with these mitigations, the Crenshaw/Slauson intersection will be permanently congested at traffic Level of Service “F.”

This is not acceptable!

The State of California Public Utilities Commission wrote to Metro in 2009 that “due to the large amount of student pedestrian activity around schools, particularly with both Middle and High Schools adjacent to the proposed light rail transit at this location, we recommend Metro grade separate the intersections of 57th Street and Slauson Avenue.”